

In the Claims

1. (Currently Amended) A base fabric for non-coated air bags comprising woven warp and weft yarns in which both the warp yarns and the weft yarns or either of them comprise synthetic fiber multifilaments of flattened cross-section monofilaments having a degree of flatness of from 1.5 to 8.0 and having a monofilament fineness of at ~~most~~ most 10 dtex and a total fineness of from 200 to 1000 dtex, and which satisfies all the following (1) to (3):

- (1) its cover factor falls between 1700 and 2200;
- (2) its air permeability under low pressure, P_L , is at most $0.1 \text{ cc/cm}^2/\text{sec}$; and
- (3) its air permeability under high pressure, P_H , is at most $20 \text{ cc/cm}^2/\text{sec}$.

2. (Currently Amended) The base fabric for non-coated air bags as claimed in claim 1, of which the air permeability under high pressure after stretched, P_s , is at most ~~50~~ $20 \text{ cc/cm}^2/\text{sec}$.

3. (Original) The base fabric for non-coated air bags as claimed in claim 1 or 2, wherein the horizontal index, HI, of the synthetic fiber multifilaments is at least 0.75 in terms of the cosine of the angle at which the horizontal direction of the base fabric crosses the direction of the major axis of the cross section of each monofilament.

4. (Currently Amended) The base fabric for non-coated air bags as claimed in ~~any one of claims 1 to 3~~ or 2, which is such that the number of residual entanglements in the warp yarns drawn out of the base fabric is at most 10/m.

5. (Currently Amended) The base fabric for non-coated air bags as claimed in ~~any one of claims 1 to 4~~ or 2, of which the residual oil content is at most 0.1 % by weight.

6. (Currently Amended) The base fabric for non-coated air bags as claimed in ~~any one of claims 1 to 5~~ or 2, wherein the synthetic fiber multifilaments are of a polyamide having a viscosity relative to sulfuric acid of at least 3.0.

7. (Currently Amended) ~~Fibers~~ Yarns for air bags, which comprise synthetic ~~fiber~~ multifilaments having a flattened cross-section and satisfy all the following (4) to (7):

(4) the degree of flatness of each monofilament, which is indicated by the ratio of the length, a, of the largest major axis to the length, b, of the largest minor axis, a/b , of the cross section of the monofilament, falls between 1.5 and 8.0;

(5) the degree of surface smoothness of each monofilament in the direction of the major axis of the cross section, which is indicated by the ratio of the length, c, of the smallest minor axis to the length, b, of the largest minor axis, c/b , is at least 0.8;

(6) the monofilament fineness is at most 10 dtex; and

(7) the length, b, of the largest minor axis is at most 15 μm .

8. (Currently Amended) The ~~fibers for air bags~~ yarns as claimed in claim 7, in which the number of ~~residual~~ entanglements after ~~stretched~~ stretching under tension is at most 15/m.

9. (Currently Amended) The ~~fibers for air bags~~ yarns as claimed in claim 7 or 8, of which the synthetic ~~fiber~~ multifilaments are of a polyamide having a viscosity relative to sulfuric acid of at least 3.0.

10. (Currently Amended) The base fabric for non-coated air bags as claimed in ~~any one of claims 1 to 6~~ or 2, which comprises ~~the fibers of any of claims 7 to 9~~ yarns for air bags comprising synthetic multifilaments having flattened cross-section and satisfy all the following (4) to (7):

(4) the degree of flatness of each monofilament, which is indicated by the ratio of the length, a, of the largest major axis to the length, b, of the largest minor axis, a/b , of the cross section of the monofilament, falls between 1.5 and 8.0;

(5) the degree of surface smoothness of each monofilament in the direction of the major axis of the cross section, which is indicated by the ratio of the length, c, of the smallest minor axis to the length, b, of the largest minor axis, c/b , is at least 0.8;

(6) the monofilament fineness is at most 10 dtex; and

(7) the length, b, of the largest minor axis is at most 15 μm .

In the Drawings

Please replace Fig. 3 now of record with the Fig. 3 enclosed herewith on a separate sheet.